



**GREATER SHADY GROVE
TRANSPORTATION MANAGEMENT DISTRICT
ADVISORY COMMITTEE**

AGENDA

**Greater Shady Grove Transportation Management District
Advisory Committee Meeting
May 13, 2020**

8:30 – 10:00 a.m.

Teams Virtual Meeting

Staff Contact: Jim Carlson / (240) 777-8382; (301) 318-0328
james.carlson@montgomerycountymd.gov

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|--------------|--|--|
| 8:30 | 1. Welcome & Introductions
Help yourselves to virtual refreshments | Jim Carlson |
| | 2. Minutes Review
March (©2) | All |
| 8:40 | 3. Metro Recovery Plan
News Release (©3) | Gary Erenrich
MCDOT-Special Assistant to the Director |
| 9:10 | 4. Crabbs Branch Traffic Update | Jim Carlson/Benny Garcia/All |
| 9:20 | 5. Marketing Outreach Update | Van Eperen & Co.
TMD staff for Shady Grove |
| 9:25 | 6. Updates: Police/TMD/DOT/Other County Updates | Sande Brecher
Cathy Matthews
Capt. David McBain
Jim Carlson |
| 9:50 | 7. Around the Room | |
| 10:00 | Adjourn
Next meeting date: TBA | |
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Information Items

MC Dept of Environmental Protection Announces First 'Digital Solar Happy Hour' & Solar Co-Op Information on May 14
Mont Co to Begin Making Available Limited Quantities of Face Coverings for Ride On Passengers
MCDOT to Receive More Than \$30 million in Fed Funding from CARES Act to Support Transit Ops

**Greater Shady Grove
Transportation Management District
Advisory Committee
March 2020**

Voting

John Brandt / Universities at Shady Grove
Benjamin Garcia / Neighborhood Representative
Steve Kelley / NIH – National Cancer Institute
Paul Yanoshik / RE/MAX Realty Services

Ex Officio

Sandra Brecher / Representing MC Dept. of Transportation (MCDOT) Director
Catherine Matthews / Upcounty Regional Services Center
Capt. David McBain / Montgomery County Police

Staff

Nakengi Byrd / Montgomery County Commuter Services
Jim Carlson / Montgomery County Commuter Services

Absent

Amy Frieder / Neighborhood Representative
McClellan Quinn / EYA

Guests

Jennifer Bolick / Van Eperen
Wade Holland / MCDOT
Gehmelle Johnson / NIH-National Cancer Institute
Laura Van Eperen / Van Eperen

Item 1 & 2 introductions: Minutes/ Comments: Members and guest introduced themselves and September's meeting minutes were reviewed. **Jim Carlson** reported December's meeting with the County Executive and the combined TMDs went well.

Item 3: Vision Zero Presentation- Wade Holland, Vision Zero Coordinator with the Montgomery County Department of Transportation, and the County Executive's office, presented the Vision Zero plan for Montgomery County. VZ focuses on how roads are built and based on the belief that all transportation deaths are preventable: human life is the main priority. Speed is a huge factor in survival - at 20 miles per hour, a pedestrian has a 90% chance of survival; when the speed increases to 40 mph or more, a pedestrian has only 10% chance of survival. Driver visibility is also reduced by speed – the faster the vehicle is traveling, the less peripheral vision that a driver has and the slower the reaction time. At night vehicles travel faster than surroundings can be seen with headlights.

Mr. Holland said his role is to bring all the working parts of the project together - working with the Police, Transportation, Public Information Office, Planning & Parks Department and, Health & Human Services. Other discussion points:

- VZ began in Sweden in 1995, cutting fatalities in half; and in the US fatalities have been reduced 20%-30%. VZ came to the US in 2014 New York and San Francisco, 2015 in Washington, DC area and is growing.
- VZ Complete Street Design provides safe access to all by implementing engineering design for pedestrians, vehicles, buses, bikers, and mobility impaired users, installing shared use paths, bus lanes, dedicated lanes separating drivers and pedestrians.
- Examples of Complete Street Designs show buffered shared use paths, grass medians as a safe place between roadways, bus stop placements nearer to crosswalks, and bump-out platforms around crosswalks, which lower pedestrians exposure time in the roadway and reduce car turning speeds.

Mr. Holland discussed engineering efforts to reduce pedestrian and cyclist injuries.

- Pedestrian scrambles - all lanes are stopped to vehicular traffic, allowing pedestrians to cross on all sides at once; also allowing diagonal crossing.
- Providing dedicated bike lanes and expanding the bike signal network.
- Pedestrian HAWK beacon signal installation – on-demand signal for pedestrians and stopping traffic.
- Two lighting programs to improve lighting- installing cost effective LED lighting. Central Business Districts update lighting every few years, as most crashes happen during low light conditions.

Mr. Holland discussed some of the current crash data, stating that serious crashes are defined by whether the victim is unconscious or has serious lacerations:

- Vehicle occupant crashes have decreased, while pedestrian and cyclist crashes remain the same since implementation of VZ.
- Goals for serious injuries was set at 35% reduction; however, 28% was the actual reduction. Goals were set by averaging for five years what a more likely reduction would be.
- Fatal crashes averages are 10-15 per year for pedestrians, one a year for cyclists.

High injury network shows higher rates of crashes in certain areas. These areas receive priority in traffic calming construction. High injury priority areas in the Greater Shady Grove are:

- East Guide Drive, 355, Crabbs Branch Way & Shady Grove Roads, Darnestown Road, and portions of Sam Eig Highway.
- Data is also obtained by examining crash density as some high density crash areas also have high poverty, are non-English speaking and lower median age, such as in Langley Park and Wheaton.
- There are 32 items on the VZ action plan to be completed for FY20. Which will be implemented by using the “Three Es”: Engineering, Education and Enforcement.
- Another aspect of the VZ program is constructing a safer procedure for how officers respond to crashes and maintaining their safety during investigations, preventing secondary crashes.

Mr. Holland explained that the Capital Improvements Program (CIP) Budget and the Operating budget are the two sources of project funding – however, most of VZ funds come from the CIP budget. As bikeways, road and bridge improvement upgrades are made, funding is provided to incorporate VZ principles in the redesign. Some VZ projects include:

- Crosswalk upgrade at Muddy Branch

- HAWK beacon signal at Needwood Road
- Bike paths, Crabbs Branch Way between Redland Road and Shady Grove Road –signal timing update.
- Sam Eig project includes traffic calming construction to accommodate the increased development in the area.
- HAWK signal installations at Muddy Branch, Tuckerman Lane, Bethesda Trolley Trail, Walter Johnson High School, Summit Ave. Working with SHA installations on Georgia Ave., Veirs Mill Rd., Connecticut Ave., and Seneca Valley High School.
- Broader improvements include Frederick Rd. shared use paths, an interim road diet on Middlebrook Rd., adding bike lanes to narrow the roadway, thus slowing down traffic for the new Seneca Valley High School reopening- the largest in Maryland.

Mr. Holland explained that a Complete Streets approach on Crabbs Branch Rd. would consist of looking carefully at the Master Plan to see what can be implemented, adding additional crossings, signal phasing, constructing bump-outs and parking management.

Interactive map on VZ webpage [montgomerycountymd.gov/vision zero](https://www.montgomerycountymd.gov/visionzero) contains a project map showing construction and the various stages.

Vision Zero information can be found at: <https://www.montgomerycountymd.gov/visionzero/>

Item 4 Crabbs Branch discussion: Westside resident **Benny Garcia** discussed the traffic hazards in the Westside community. Neighborhood representatives met to discuss the collaboration of EYA (Westside developer) in partnership with the leading builders to complete buildout of the Westside compound at the north side of the Shady Grove Metro Station. The Daley will add an additional 330 apartments along with 148 townhomes and condos on Columbus Ave. The fear is that the additional population influx will lead to more accidents in the area without some immediate and more effective mitigation measures. Some points of discussion:

- When the traffic issue was first presented to EYA and the police the response was that the road speed was proper for the development; and the Police said that because it is zoned as a commercial area, speed bumps or cameras could not be installed. **Mr. Garcia** believes the lack of action has resulted in serious traffic accidents, with cars crashing into a Starbucks, a town home, and will eventually lead to a fatality. He and other Westside residents are afraid to walk in the area around Crabbs Branch as a result.
- Although there will be a traffic study on April 17, there is confusion as to why the study has not been done before and he does not believe it is enough
- School buses are frequently observed to be traveling on Gramercy Blvd. in violation of policy and lack of enforcement - followed up w/ **Todd Balkans** Director of Transportation for MC Public Schools.
- School buses are also causing parking issues, taking up space and other drivers scrambling to fill in the vacant space when they leave, causing another hazard.
- A survey revealed that 52% of drivers go over the posted speed limit on Shady Grove Rd. and 42% on Crabbs Branch. Speed is a factor in recent crashes.
- **Mr. Garcia** commented that cameras only slow drivers in the areas they are placed then they continue speeding.
- Per the Committee's MC Police representative, speed cameras will be installed along the Shady Grove Rd. & Crabbs Branch corridors, as police requests can override zoning restrictions.

- **Cathy Matthews** said she would assist **Mr. Garcia** in working with community partners to remedy the traffic issues in the community

Item 5: Traffic Mitigation Plans: **Mr. Carlson** reported that the plans will now be called “Transportation Demand Management” plans. The change is due to the NexGen regulations that were recently passed by County Council. All the plans presented have worked with the TMD Marketing Team to ensure accurate completion.

The Committee recommended the approval of the TDM Plans.

Item 6 Updates: Other announcements were as follows:

- Climate Summit with the County Executive
- The County’s recommendation to WMATA regarding its budget priorities- community comment extended to Monday
- Bike To Work Day May 15th
- Police enforcement focus on distracted driving and extending equally to cyclist not obeying traffic laws – Bike To Work Day pit stops will be a focus
- The US Census is targeting communities with low response rate and increasing salaries to \$29 an hour- notices go out March 12th

Adjourn

For immediate release: May 11, 2020

Metro's gradual recovery plan promotes safety first, while ramping up regional mobility

Metro today released preliminary details of its covid-19 pandemic recovery plan, outlining a flexible blueprint for ramping up service, while protecting customers and employees, as the region prepares for recovery from the public health crisis. The recovery strategy will be discussed at Metro's Board of Directors meeting on Thursday, May 14.

Metro's plan is closely aligned with steps planned by local governments and employers, including the federal government. Its success depends on a sustained downward trajectory in infections and a gradual ramp-up in service and ridership. The phases of the plan coincide with the relaxing of stay-at-home policies, return to workplaces, and the widespread availability of testing, treatment and a vaccine, among other variables.

Protecting Customers and Employees

Metro's priority continues to be protecting the health and safety of its customers and employees while providing transportation for essential trips throughout the region. Efforts to reduce exposure to the virus will continue until treatments and /or a vaccine are developed to lessen the public health risk. Metro's Pandemic Task Force is monitoring infection and ridership trends as well as actions by local governments and employers, and will aim to increase service ahead of demand to allow for adequate social distancing. Modified work schedules and practices for Metro employees will continue for the foreseeable future, with adjustments possible, to limit risk to employees.

Phases of recovery

Metro has been in a 'crisis response' posture since moving into stage 3 of its Pandemic Response Plan on March 13. (Metro activated its Pandemic Response Plan on January 29, 2020.) The next phase of Metro's pandemic response includes:

- **Stabilization:** As stay-at-home orders are expected to be lifted this summer, Metro will continue to ask customers to use the system only for essential trips, and to protect themselves and others through hand hygiene and by wearing face masks or coverings when using the Metro system.

- **Managed re-entry:** As regional businesses and governments scale back teleworking and schools reopen, Metro will aim to ramp up service ahead of demand to allow for proper social distancing for those who need to travel. In this phase, all Metrorail stations currently closed as part of the covid-19 response will reopen. All Metrobus routes will operate, with some service limitations such as reduced intervals between bus departures. The tentative managed re-entry period is this fall when schools reopen.
- **Recovery:** When a treatment and /or vaccine is widely available, Metro will continue to ramp up service to meet ridership demand as economic activity increases. The system will return to post-pandemic hours of service.
- **Resilience:** Post-pandemic, Metro will analyze the response to COVID-19 to make the system safer and more resilient to future pandemics.

Summer track work

During the stabilization period this summer, Metro will take advantage of low ridership to reduce impacts to customers from critical state of good repair construction projects. It's recovery plan includes targeted week-long shutdowns of 3-5 stations at a time for track maintenance and upgrades. Bus bridges will be provided in the shutdown zones, and headways throughout the rest of the system will not be affected. Track work will be announced weeks in advance. The first track work shutdown is currently targeted for June 7-13 at L'Enfant Plaza, Waterfront, and Navy Yard stations.

Metro continues to encourage the public to follow guidance from the Centers for Disease Control (CDC), as well as all applicable executive orders and local guidance intended to limit travel. Metro should be used for essential travel only. All customers using the system should wear a cloth face covering or mask, as recommended by the CDC. For additional information, visit wmata.com/covid19.

Montgomery County Department of Environmental Protection Announces its First 'Digital Solar Happy Hour' and Solar Co-Op Information Session on Thursday, May 14

For Immediate Release: Monday, May 11, 2020

The Montgomery County Department of Environmental Protection (DEP) will hold its first "Digital Solar Happy Hour" on Thursday, May 14, in its efforts to inform residents and small business owners about bringing solar energy and electric vehicle charging to their homes and businesses.

Maryland-mandated restrictions during the COVID-19 health crisis remain in place, including a ban on dine-in service at restaurants. To accommodate those restrictions, the DEP happy hour will take place live and online from 5:30-6:30 p.m. Along with Solar United Neighbors, DEP is partnering with local breweries in this virtual event.

The live session will include information on solar technology, cost savings and financing. Attendees will have the opportunity to speak with solar users and electric vehicle owners and ask questions of the experts.

Those interested in joining the digital happy hour must register in advance at mygreenmontgomery.org/event/montgomery-county-solar-happy-hour-solar-co-op-info-session/

Those who register by noon on Tuesday, May 12, may be eligible to receive a free six-pack of beer from one of the partnering breweries:

- 7 Locks Brewing, Rockville
- Astro Lab, Silver Spring
- Saints Row, Rockville
- Silver Branch Brewing, Silver Spring
- True Respite, Derwood
- Waredaca, Gaithersburg

In addition to meeting solar and electric vehicle owners, happy hour participants will learn about the fourth Solar Co-op in Montgomery County. The Co-op this year is offering the opportunity to install an electric vehicle (EV) charger in homes or businesses. It is free to join and members are not obligated to buy solar panels.

The Co-op membership includes:

- A free roof review to determine if solar panels will work for that property.
- One-on-one support for all questions about going solar.
- An individualized proposal for solar at a bulk rate.

The Digital Solar Happy Hour is one of the free DEP information sessions to educate community members about solar energy and the Co-op. More information is available at MyGreenMontgomery.org and at the DEP sites on Facebook, Twitter, and Instagram.

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Put the “count” in Montgomery County! Be sure to complete the Census online, by phone, or by mail. It’s safe, confidential, easy, and important. [#2020Census](#) [#EveryoneCountsMCMD](#)

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Montgomery County to Begin Making Available Limited Quantities of Face Coverings for Ride On Passengers Who Cannot Provide Their Own During COVID-19 Health Crisis

For Immediate Release: Tuesday, April 28, 2020



The Montgomery County Department of Transportation (MCDOT) starting Tuesday, April 28, will begin a pilot program to provide limited supplies of face coverings on buses for passengers who cannot provide their own. In accordance with Maryland Governor Larry Hogan's executive order, public transportation users must wear face coverings during the COVID-19 health crisis.

Face coverings are now required in many locations under the executive order and MCDOT strongly encourages Ride On travelers to come prepared with a personal face covering—which may include a mask, scarf or bandana—to cover the nose and mouth. Customers who do not comply will be advised of the requirement to wear a face covering and may be directed not to board the vehicle or to exit the vehicle.

MCDOT recognizes there may be times when Ride On users may not be aware of requirements for face coverings or may forget to bring one. To address those situations, Ride On is starting to outfit some buses with a limited supply of individually wrapped face coverings that can be used by riders who cannot provide their own.

Buses will be outfitted with face coverings as they become available, with select buses serving the Silver Spring area being the first. MCDOT will evaluate the pilot program from the Silver Spring Depot and make adjustments as needed, with hopes of having all Ride On buses carrying face coverings by early May.

"We are grateful to the Department of General Services' efforts to provide the supplies needed to help protect our riders," said MCDOT Director Chris Conklin. "That said, I strongly encourage Ride On passengers to provide their own face coverings whenever possible and so we can reserve these spare coverings for those who have no alternative. I also want to reinforce that bus service is being provided for essential travel only."



Details for each Ride On Essential Service Plan, which has limited routes operating during the health crisis, can be viewed at www.montgomerycountymd.gov/DOT-Transit/essential-plan.html.

Ride On services continue to be temporarily free to all passengers. In addition, MCDOT has implemented a procedural change for riders. Passengers are now required to board at the rear door of the bus. Passengers can board through the front doors if a ramp is needed to accommodate a disability or stroller. The number of passengers per bus will be limited to ensure that social distancing on-board the vehicle is maintained.

For the most up-to-date local transportation information, follow @MCDOTNow on Twitter, visit MCDOT's transportation resource page for COVID-19, or subscribe to MCDOT news releases.

For the latest Montgomery County updates during the health crisis, visit the County's COVID-19 website and follow Montgomery County on Facebook @MontgomeryCountyInfo and Twitter @MontgomeryCoMD.

Release ID: 20-090

Media Contact: Hannah Henn 240-777-8389



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Ride On Alerts

See COVID-19 Transportation changes, updates, and resources

Información actual, recursos de transporte y cambios

Please travel for essential purposes only. Únicamente viajes esenciales, porfavor.

Press Releases - Department of Transportation

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MCDOT to Receive More Than \$30 million in Federal Funding from the CARES Act to Support Public Transit Operations in Response to the COVID-19 Health Crisis

For Immediate Release: Monday, May 11, 2020

COVID-19 is a public health emergency. The Department of Transportation is working closely with the Department of Health and Human Services to ensure that the transportation system is prepared to respond to the needs of the public. The Department is also working to ensure that the transportation system is able to provide essential services to the public.

Department of Transportation Public Transit Operations in Response to the COVID-19 Health Crisis

MDOT Home » Press Releases » Public Transit Operations in Response to the COVID-19 Health Crisis

MDOT to Receive More Than \$80 million in Federal Funding from the CARES Act to Support Public Transit Operations in Response to the COVID-19 Health Crisis

For immediate release Monday, May 11, 2020



The Montgomery County Department of Transportation (MCDOT) has been designated to receive more than \$30 million in Federal funding to support Ride On bus operations during and after the COVID-19 health crisis.

MCDOT worked to determine and justify the County's share of funding from the Federal Coronavirus Aid, Relief and Economic Security Act ("CARES Act"), which will provide \$25 billion to support public transportation in response to the impact, and future recovery, from the pandemic.

Through the provision of the CARES Act, the Federal government has acknowledged the extreme operational and financial burden that the pandemic is placing on the public transportation industry. The legislation also recognizes the critical importance of maintaining transit services during the health crisis for essential workers and others who rely on public systems to access basic needs such as food and healthcare.

"This is important. These are critical Federal relief funds that will bring more than \$30 million of assistance to Montgomery County," said County Executive Marc Elrich. "These funds will help mitigate the financial impact that COVID-19 has had on our transit system. I want to thank the dedicated employees of the Montgomery County Department of Transportation for leading our efforts to obtain this aid. I also want to thank our regional partners, including the leadership of WMATA and the Maryland Department of Transportation for their work to distribute aid to affected jurisdictions in an equitable fashion. Additionally, I want to thank our outstanding Congressional delegation for making these funds available."

The County's response to COVID-19 has been extensive and has required major undertakings by planning and operational teams to develop and implement bus route and schedule changes in rapid response to changing conditions and needs. Transit needs continue to evolve and Ride On has made several adjustments to meet the needs of essential travel. The County's current operation also focuses on serving Equity Emphasis Areas as defined by the Metropolitan Washington Council of Governments (MWCOC).

Specifically, the Federal funding assistance will help to cover operating costs for Ride On to account for:

- Lost revenue from the elimination of fare collection since March 13 in order to limit personal interactions.
- Implementing hazard pay for bus drivers in recognition of the critical work they perform.



- Maintaining standby drivers on buses stationed strategically across the County who can be deployed to routes that need more coverage in order to maintain social distancing.
- Increased cleaning and safety measures to keep riders and bus operators safe.

"Ride On continues to make adjustments as the situation evolves," said MCDOT Division of Transit Chief Dan Hibbert. "Some bus routes that were cut at the start of our response have been added back because of identified community needs. We have increased midday service on routes that include hospitals and we continue to shift resources to routes that need more service to maintain safe levels of social distancing."

The CARES Act allocated \$1.02 billion in funding for the Washington metropolitan area, with the Washington Metro Area Transit Authority (WMATA) being the lead agency for funding distribution. As the second largest bus operator in the National Capital Region, Montgomery County received just over \$28 million. The remainder of funding allocation will be through the Maryland Department of Transportation's Maryland Transit Administration to bring Montgomery County's expected total public transit funding through the CARES Act to just over \$30 million.

For the most up-to-date local transportation information, follow @MCDOTNow on Twitter, visit MCDOT's transportation resource page for COVID-19, or subscribe to MCDOT news releases.

For the latest Montgomery County updates during the health crisis, visit the County's COVID-19 website and follow Montgomery County on Facebook @MontgomeryCountyInfo and Twitter @MontgomeryCoMD.

Put the "count" in Montgomery County! Be sure to complete the Census online, by phone, or by mail. It's safe, confidential, easy, and important. #2020Census #EveryoneCountsMCMD

Release ID: 20-096

Media Contact: Hannah Henn 240-777-8389



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